5. NCRB Report 2024 – National

1. Why in News

1. National Crime Records Bureau (NCRB) latest report - 1.99 lakh people died in traffic accidents in 2024
2. Increase of 0.79% compared to 2023
3. Road accidents constitute 88% (1.75 lakh) of total traffic-related deaths
4. Socio-economic costs of road crashes - around 3.14% of India's GDP
5. Two-wheelers account for most fatal road accidents, followed by pedestrians and cars
6. Speeding biggest factor - 58% of total road deaths

2. Major Findings

Definition and Scope

1. Traffic accidents include - road accidents, railway accidents, incidents on railway tracks/premises, accidents at railway crossings

Road Accidents Dominance

1. Out of 1.99 lakh traffic-related deaths (2024) - 1.75 lakh (88%) due to road accidents
2. Economic burden - approximately 3.14% of GDP lost due to road crashes alone

Vehicle-wise Fatalities

1. Two-wheelers - Most fatal road accidents
2. Pedestrians - Second highest vulnerability
3. Cars - Third major category
4. Vulnerable road users disproportionately affected

Causal Factors

1. Speeding - Biggest factor accounting for 58% of total road deaths
2. Human error dominant contributor

State-wise Distribution

1. Top three states in fatalities - Uttar Pradesh, Tamil Nadu, Maharashtra
2. Reflects population density, vehicle numbers, road network size

3. Reasons for Increased Road Accidents

Over speeding and Reckless Driving

1. Over speeding violations widespread
2. Dangerous overtaking on highways and urban roads
3. Drunk driving despite legal prohibitions
4. Mobile phone usage while driving causing distraction
5. Aggressive driving behaviour

Poor Road Infrastructure

1. Badly maintained roads with potholes causing vehicle instability
2. Inadequate signage leading to confusion, wrong turns
3. Poor lighting on highways, urban roads increasing night-time risks
4. Unsafe road design - sharp curves, inadequate shoulders, missing crash barriers
5. Pedestrian infrastructure deficits - missing footpaths, crossings

Weak Enforcement of Traffic Rules

1. Inadequate monitoring due to insufficient traffic police personnel
2. Inconsistent enforcement across states, cities
3. Low compliance with safety regulations - helmet, seat belt usage
4. Corruption reducing deterrent effect of penalties
5. Limited use of technology for enforcement (cameras, speed guns)

Lack of Proper Driver Training

1. Weak licensing systems - inadequate testing, easy corruption
2. Insufficient driver education on traffic rules, defensive driving
3. Unskilled driving behaviour - improper lane discipline, signalling
4. Irresponsible attitudes toward road safety
5. Commercial driver training inadequate

Rapid Vehicle Growth and Traffic Congestion

1. Increasing vehicle ownership without proportional road infrastructure expansion
2. Chaotic traffic conditions with mixed traffic (cars, bikes, cycles, pedestrians, animals)
3. Unsafe traffic situations due to congestion
4. Urban areas particularly affected

Weak Emergency and Trauma Care

1. Delays in medical assistance - "golden hour" lost
2. Inadequate trauma care facilities, especially in rural areas
3. Lack of trained paramedics, ambulance services
4. Poor coordination between accident sites and hospitals
5. Increases preventable fatalities after accidents

Other Contributing Factors

1. Vehicle fitness issues - old, poorly maintained vehicles
2. Lack of safety features in vehicles
3. Inadequate public awareness about road safety
4. Cultural attitudes condoning traffic violations

4. Government Initiatives

National Road Safety Policy 2010

1. Emphasized better road infrastructure
2. Stricter enforcement of traffic rules
3. Enhanced emergency medical services
4. Public awareness campaigns
5. Improved post-crash care

Electronic Detailed Accident Report (e-DAR)/ Integrated Road Accident Database (iRAD)

1. Centralized system for reporting, managing, analyzing road accident data
2. Improves data-driven safety interventions
3. Identifies accident patterns, blackspots

Speedy Assistance to Accident Victims

1. Good Samaritan award - ₹25,000 for helping accident victims
2. Faster compensation - ₹2.5 lakh for grievous hurt, ₹5 lakh for death
3. Enhanced hit-and-run victim compensation - ₹2 lakh (death), ₹50,000 (grievous hurt)
4. Simplified third-party insurance procedures including hired drivers

Vehicle Fitness Program

1. Old, unfit vehicles contribute to accidents
2. Model Inspection and Certification Centres established across States/UTs
3. 28 States/UTs covered by 2024
4. Mandatory fitness checks for aged vehicles

IIT Madras Collaboration

1. Establishing Center of Excellence for Road Safety
2. Develop new products, technologies
3. Conduct research on accident causes, prevention
4. Promote safety initiatives

Accident Blackspot Rectification
1. Priority on identifying accident-prone spots on National Highways
2. Engineering measures - better lighting, signage, speed breakers, road geometry improvements
3. Data-driven approach using Irad

Road Safety Audits
1. Mandatory audits for all highway projects
2. At design, construction, operation stages
3. Ensure safety considerations from planning to execution

Brasilia Declaration (2015)
1. India among initial 100+ signatory countries
2. Commitment to Sustainable Development Goal 3.6
3. Target - Half global deaths and injuries from road traffic crashes by 2030
4. International accountability

Motor Vehicles Amendment Act, 2019
1. Higher penalties for traffic violations
2. Speeding, drunk driving violations
3. Not wearing helmets or seat belts
4. Strengthened deterrence through financial penalties

Other Initiatives
1. National Highway Authority's safety measures
2. VAHAN and SARATHI digital platforms for vehicle and license management
3. Awareness campaigns during Road Safety Week
4. School-based road safety education programs

5. Way Forward

Leverage Research Institutions
1. India conducted substantial research through IITs, Central Road Research Institute (CRRI)
2. Government collaboration with these institutes to improve policies, action plans
3. Translate research into actionable interventions
4. Evidence-based policy making

Corporate Sector Engagement
1. Corporate Social Responsibility (CSR) funding for road safety research
2. Awareness spreading through campaigns
3. Technology development for safety features
4. Public-private partnerships

Additional Recommendations
1. Strengthen traffic law enforcement using technology (AI cameras, speed detection)
2. Comprehensive driver training reforms with stringent testing
3. Rapid expansion of trauma care network, "golden hour" protocols
4. Infrastructure improvement - road maintenance, lighting, pedestrian facilities
5. Vehicle safety standards enforcement
6. Behavioural change campaigns targeting youth, commercial drivers
7. Integration of road safety in urban planning
8. Regular road safety audits and blackspot remediation
9. Data-driven monitoring through Irad for targeted interventions

6. Conclusion

NCRB 2024 report reveals 1.99 lakh traffic accident deaths (0.79% increase), with road accidents constituting 88%. Socio-economic costs at 3.14% GDP. Speeding accounts for 58% deaths; two-wheelers most fatal. Addressing challenges requires strengthening enforcement, improving infrastructure,

enhancing driver training, leveraging research institutions like IITs and CRRI, corporate sector engagement, and comprehensive trauma care expansion for achieving SDG 3.6 target.
Source - https -//indianexpress.com/article/india/546-die-every-day-in-traffic-accidents-speeding-remains-biggest-killer-ncrb-10677689/